

**SHERRY**  
MARQUE'S DEL MERITO  
JEREZ DEL LA FRONTERA.  
VINO DE PASTO  
(Very Choice).  
PRICE \$18.00 Per Case.  
SOLE AGENTS:  
H. Price & Co.,  
12, Queen's Road Central.

# The China Mail.

ESTABLISHED 1845.

GRAND PRIX PARIS 1900  
The Highest Possible Award  
**Joseph Gillott's PENS**  
Of Highest Quality, & Having Greatest  
Durability, & Durability  
CHEAPEST,  
The only Award Chicago, 1893.

No. 13,266.

號七月十年五零九千一英

HONGKONG, SATURDAY, OCTOBER 7, 1905.

日九初月九年巳乙

PRICE, \$3.00 Per Month.

CHINA PARCEL EXPRESS.

PARCELS DELIVERED TO ANY PART OF THE  
WORLD.  
AGENTS EVERYWHERE  
CHRISTMAS AND NEW YEAR  
PRESENTS FOR HOME FRIENDS.

GIFTS OF SILK, SILVER, CIGARS, GINGER  
TEA, CURIOS, ETC., CAN BE DELIVERED AT  
HOME ADDRESSES FREIGHT, DUTY, AND ALL OTHER  
CHARGES PREPAID, OR PAYABLE AT DESTINATION.  
SHIP EARLY—To insure goods being  
delivered in time for Christmas.

Tea, Ginger, Cigars, etc., purchased and  
forwarded to destination upon receipt of  
instructions from sender.

**MACREWEN, FRICKEL & CO.,**  
3, Denmark Street,  
Hongkong, October 3, 1905. 1810

Intimations.

WANTED.

A QUALIFIED CHEMIST.  
Apply G. T.  
68, CAINE ROAD,  
Hongkong, October 4, 1905. 1800

IN THE MATTER OF THE TERRA  
PLANTING COMPANY, LIMITED.  
IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT ON  
and after SATURDAY, 30th SEPTEMBER,  
the Liquidators are prepared to  
distribute a First and Final DIVIDEND  
of Two Dollars and Twenty-six and Seven  
cents each per Share to those Shareholders  
who apply for same and deposit their Share  
Certificates at the Office of the Under  
signed, Alexandra Buildings, Des Voeux  
Road, Hongkong.

JOHN D. HUMPHREYS & SON,  
Liquidators.  
Hongkong, September 22, 1905. 1788

LOST.

WIRE HAIR FOX-TERRIER DOG  
(PUT). Dark brown patch over  
each eye. Dark brown ears, black patch  
on back. Leather collar with black  
lining. Reward.

Notify W. B. HAUGHWOU,  
16, Queen's Road,  
C/o NEW YORK EXPORT & IMPORT CO.,  
Hongkong, October 5, 1905. 1894

SINGER SEWING MACHINE  
COMPANY.

MRA. E. PARKER has been appointed  
MANAGER of our HONGKONG  
AND SOUTHERN CHINA BRANCHES  
from 1st October, 1905.  
Hongkong, October 3, 1905. 1887

SELECT BOARD & RESIDENCE  
AT BRAESIDE.

A LARGE and COMMODIOUS  
A RESIDENCE standing in its own  
grounds, with Tennis Courts, Good Dining  
and Reception Rooms, Large, airy and  
nicely furnished Bed-rooms, every home  
comfort. Fine view of the Harbour. Terms  
Moderate. Apply to

Mrs F. W. WATTS,  
BRAESIDE, 29, MACDONNELL ROAD;  
(late of TANG YUEN).  
Hongkong, June 19, 1905. 97

THE HONGKONG FROZEN FOOD  
SUPPLY.

On and after MONDAY, the 18th September, 1905, the Depot  
in WYNDHAM STREET (DAIRY  
FARM DEPOT) will OPEN at  
6.00 A.M. instead of 6.30 A.M.  
Hongkong, September 14, 1905. 1678

THE POPULAR  
SCOTCH  
BLACK & WHITE



JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS  
By Appointment to

H.M. THE KING

and  
THE PRINCE OF WALES

Supplied at all the Leung Chuen  
Houses, and to be obtained from All the  
PRINCIPAL STORES.

Business Notices.

**W. S. BAILEY & CO.**  
ENGINEERS & SHIPBUILDERS.

WORKS : KOWLOON BAY.  
OFFICES & STORES : NO. 20, CONNAUGHT ROAD.

**HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,382 tons, Captain H. D. John.  
s.s. POWAN, 2,388 tons, Captain G. P. Morrison, R.N.R.  
s.s. PATSHAN, 2,370 tons, Captain R. D. Thomas,  
s.s. HANKOW, 2,072 tons, Captain R. V. Lloyd,  
s.s. KINSHAN, 1,985 tons, Captain J. J. Lansdown,  
Departure from HONGKONG to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.  
and 10.30 p.m. (Saturday Excepted).  
Departures from Canton to HONGKONG daily at 8.30 a.m., 3 p.m. and 6 p.m.  
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,988 tons, Captain W. E. Clarke.  
Departure from Hongkong to Macao on week days at 2 p.m.  
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSAN, 218 tons, Captain T. Hamlin.  
This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at  
8 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.  
Joint Service of the H.K.C. and MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION  
COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINTN, 588 tons, Captain W. A. Valentine.  
s.s. NANNING, 560 tons, Captain C. Buchhart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days  
at 8.30 a.m. Round trip takes about five days. These vessels have Superior Cabin  
Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
HOTEL MANSION, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD AND SWINE,

18 Agent, CHINA NAVIGATION CO., LTD.

**J. WATT JAMESON & CO.**

MARINE SALVAGE ENGINEERS.

THIS Company possesses the most  
powerful and efficient SALVAGE  
MACHINERY.

CONTRACTS UNDERTAKEN.—  
Telegraphic instructions acted upon  
immediately.

The Company has the Powerful Steamer  
CITY OF BIRMINGHAM (287 Tons,  
750 I.H.P.) specially equipped with nec  
essary gear for Salvage purposes, always  
ready at short notice.

TELEGRAPHIC ADDRESS :  
"SAVAGE HO-GONG".

A.B.C. 4TH FLOOR, & A.I. COPE,  
HOTEL MANSION,  
4TH FLOOR.

Agents for Messrs SIEBEL & GORMAN &  
Co., Submarine Engineers, Makers of all  
classes of Diving Gear, London.

Hongkong, October 4, 1905. 1892

NOTICE.

WE have this day REMOVED our  
Office to 3rd Floor KING'S  
BUILDING, Connaught Road.  
MEYER & CO.

Hongkong, October 1, 1905. 1877

THE DRAGON CYCLE DEPOT,  
11, D'AGUILAR STREET.

BICYCLES of all grades, to suit every  
pocket. New Cycles for Hire.  
REPAIRS to BICYCLES AND TYPE  
WRITERS UNDERTAKEN & GUARANTEED.

Hongkong, October 5, 1905. 1896

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.  
(IN LIQUIDATION)

TIME TABLE.

WEEK DAYS.  
1.00 a.m. to 7.30 a.m...Every 30 minutes.  
7.30 a.m. to 8.00 a.m...Every 10 minutes.  
8.00 a.m. to 8.30 a.m...Every 15 minutes.  
8.30 a.m. to 8.50 a.m...Every 15 minutes.  
8.30 a.m. to 9.30 a.m...Every 10 minutes.  
9.30 a.m. to 11.00 a.m...Every 15 minutes.  
11.30 a.m. to 12.45 p.m...Every 15 minutes.  
12.45 p.m. to 1.15 p.m...Every 10 minutes.  
1.15 p.m. to 1.45 p.m...Every 15 minutes.  
1.45 p.m. to 2.15 p.m...Every 10 minutes.  
2.15 p.m. to 3.00 p.m...Every 15 minutes.  
3.30 p.m. to 5.00 p.m...Every 15 minutes.  
5.00 p.m. to 8.00 p.m...Every 10 minutes.  
NIGHT CARS as on Week Days.

SATURDAYS.  
8.45 p.m. to 9.45 p.m. to 11.15 p.m.  
p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m...Every 15 minutes.

9.00 a.m. to 9.30 a.m...Every 30 minutes.

9.30 a.m. to 10.30 a.m...Every 15 minutes.

10.30 a.m. to 11.00 a.m...Every 10 minutes.

12.00 Noon to 1.00 p.m...Every 10 minutes.

1.00 p.m. to 5.00 p.m...Every 15 minutes.

5.00 p.m. to 6.00 p.m...Every 10 minutes.

6.00 p.m. to 7.00 p.m...Every 15 minutes.

7.00 p.m. to 8.00 p.m...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.  
Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by arrangement at the  
Company's Office, ALEXANDRA BUILDINGS,  
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
Liquidators.

Hongkong, July 13, 1905. 1898

1587

Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES  
WITH  
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN  
FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN  
Bags of 1 cwt. each.

OFFICE: 6, DES VOEUX ROAD.

**LANE, CRAWFORD & CO.**  
HAVE NOW RECEIVED NEW STOCKS OF  
FOOTBALL BOOTS.

CHROME

LEATHER

\$6.00,

\$7.00

AND

\$8.00

BROWN

HIDE

\$5.50

AND

\$6.50

THESE BOOTS GAVE GREAT SATISFACTION TO ALL PLAYERS LAST YEAR.  
"RUGGER" AND "SOCCER" FOOTBALLS \$5.00 to \$10.00.  
SHIN GUARDS PUMPS, & CRICKET AND TENNIS GEAR.  
ALL KINDS OF SPORTING GOODS.

**LANE, CRAWFORD & CO.**

**The Peak Hotel**

ADmirably situated at Victoria Gap.  
Adjoining the Tramway Terminus, 1,100 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-East Winds in  
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent  
islands for forty miles.

A FIRST CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL  
TERMS—From 12s. per day. TOWN OFFICE 1-3, DUDDELL STREET,  
Hongkong, March 27, 1905. CABLE ADDRESS: "PEACEFUL."

1805

THE STAG HOTEL,

148, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;

WELL FURNISHED AND AIRY BEDROOMS.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to THE MANAGER.

Hongkong, November 3, 1904. 1898

1151

THE HOTEL BALTIMORE (GATE HOTEL AMERICA)

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED,

AIRY ROOMS, VERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from

Intimations.

# Lea and Perrins' Sauce.



By Royal Warrant  
to  
His Majesty the King.

THE ORIGINAL AND GENUINE WORCESTERSHIRE.

# Ideal Milk



ENRICHED 20 PER CENT.  
WITH CREAM.

Sterilized—Not Sweetened.  
A PERFECT SUBSTITUTE  
FOR FRESH MILK.

**G. FALCONER & CO.,**  
WATCH-MAKERS AND JEWELLERS.  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES,  
LARGE ASSORTMENT OF SPECTACLES,  
PINCE-NEZ AND EYE PRESERVES  
G. FALCONER & CO. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.  
HOTEL MANSIONS, opposite the New Post Office site.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
54, QUEEN'S ROAD CENTRAL.

2123

# DINNEFORDS

Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
and Eructations. Diluted.

Safe and most  
gentle Medicine for  
Infants, Children,  
Delicate Females  
and the  
Sickness of Pregnancy.

100 fl. oz. £1.10  
1 fl. oz. 10s. 6d.

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## BALLOONIST'S FATE IN OHIO.

Blown to Pieces in Mid-air.

GREENVILLE, August 31.  
John E. Baldwin, the balloonist, was blown to atoms by dynamite in a balloon ascension here to-day, while soaring skyward in an airship in sight of 25,000 persons at the country fair. Baldwin's wife and two children were watching the exhibition that in an instant was turned into a horrible calamity.

Airship exhibitions had been given by Baldwin daily during the Fair this week, one of his devices for adding to the thrills of the multitude being the discharge of sticks of dynamite to mark his progress to dizzy heights. He made his ascent unaccompanied, and the exact cause of the accident that ended his career will never be known. That day was the Fair's gala day, bringing out the biggest crowd of the week, and every eye was turned on the aeronaut and his machine. Baldwin had ascended a distance of 1,000 feet, without letting off any of his explosives. His airship was sailing like a bird. Then, so quickly that the upturned eyes could scarcely mark its transition, the airship changed to a great globe of smoke, then exploded into a cloud.

A few seconds later, while the crowd stood hushed with awe and terror, a crashing detonation cracked the atmosphere and drove the crowd into panic. A single scream from the thick of the crush had preceded the crash, and that was from Baldwin's wife, who then fell in a faint.

As the mass of the smoke cleared fragments of the light material that had constituted the balloon could be seen dropping earthward, and nothing more.

Pieces of Baldwin's body were picked up over an area of several acres, and when the gruesome work was completed they were taken to the Morgue.

No one can tell how the accident occurred. The six sticks of dynamite which Baldwin carried with him exploded simultaneously, as only one report was heard. It is supposed that in igniting the fuse connected with the dynamite he fired the gas in the balloon and that exploded, causing the airship to explode also.

There is a possibility that the explosion was prearranged. Yesterday Clarence Ivy, his brother, was found dead in a miserable house where he had been living in abject poverty. His faithful dog was keeping vigil over the body, licking the dead face of his master, when hunters discovered the body. Baldwin, or William Ivy, as his real name was, received a telegram to-day announcing the death of his brother, and was deeply affected. He was heard to remark that there was nothing in life any longer.

Baldwin was 35 years old and was an experienced aeronaut, having given 1,200 exhibitions at fairs throughout the country. He was a war aeronaut during the war with Spain.

**A SAFE REMEDY FOR ALL SKIN AND BLOOD DISEASES**

If you suffer from any disease due to an impure state of the Blood, from whatever cause arising, you should try the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it promises to do—it cures Skin and Blood Diseases PERMANENTLY.

**Clarke's Blood Mixture**

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse & blood from all impurities, from whatever cause arising. For

SCHROFULA, BAD LEGS, SCOURVY, ECZEMA, SPOTS, BLOOD POISON, BLACKHEADS, ULCERS, PIMPLES, and SKIN & BLOOD SORES OF ALL DISEASES, KINDS.

It is a safe and Permanent Remedy.

It is the one safe specific for Gout and Rheumatic Pains, for it removes the cause from the Blood and Bones.

**NOTE.** This mixture is pleasant to the taste and waives free from any strong impressions to the most delicate constitution of either sex, from infancy to old age, and the Proprietor solicits sufferers to give it a trial to test its value.

Thousands of wonderful cures have been effected by it.

TRYED MANY THINGS WITHOUT BENEFIT UNTIL I TOOK CLARKE'S BLOOD MIXTURE.

Mr. F. E. Lewis, 18, Bridge Street Row, Chester, writes:—Just a line in favour of "Clarke's Blood Mixture." I had become fatigued until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as token of gratitude to your wonderful "Clarke's Blood Mixture."—June 18, 1905.

INTERESTING IN THIS BRIEF.—We have such letters from all sorts and conditions of people, in which the writers acknowledge the benefit they have received from Clarke's Blood Mixture, which as a curative agent cannot be too highly estimated, since it cleanses and clears the blood from all impurities, and restores it to its normal condition. This is a good testimonial from the *Family Doctor*, the popular medical weekly, which goes on further to say: "It is, certainly, the best blood purifier that doctors and folk have brought to light, and we can wish the utmost cordial recommendation to our subscribers and public generally."

Sold by all Chemists and Patent Medicines Dealers throughout the World.

Ask for  
**CLARKE'S BLOOD MIXTURE**

100gms. of genuine extraction and substitution.

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**THE YOUNG AMERICAN CIGARS**

ALWAYS ON THE TOP!

A STANDARD OF EXCELLENCE FOR DISCERNING SMOKERS.

EVERY CIGAR WILL GIVE YOU HAPPINESS FOR AN HOUR.

THE SIGNATURE OF DRESSELHUYSEN AND NIEUWENHUYSEN

ON EVERY BOX.  
SOLE IMPORTERS:THE HOLLAND-CHINA TRADING CO.,  
HONGKONG, SHANGHAISLAND  
TIENTSIN.

FOR SALE AT ALL THE PRINCIPAL CIGAR DEALERS.

**FOR CANTON.**

THE new and fast Twin-Screw Steamer

SAN CHEUNG.

951 Tons, Captain J. McGINTY, will leave

TUESDAYS and THURSDAYS and return

to Hongkong on the following days leaving

Canton at 5 p.m. Excellent accommodation,

Electric Light, and perfect cuisine, Wharf

at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-

class \$1.00 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD.,

No. 123, Connaught Road Central,

Hongkong, April 1, 1905.

700

STEAM TO CANTON.

THE new Twin-Screw Steamers

KWONG CHOW.

951 Tons, Captain T. R. Head,

KWONG TUNG.

1,328 tons... Captain H. W. Walker

Leave Hongkong for CANTON at Every

Evening (Saturday excepted).

Leave CANTON for HONGKONG about

5.30 o'clock Every Evening (Sunday

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These fine new Steamers have unex-  
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Passengers and are fit throughout by

Electricity, Electric Fans in First-class

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Passage Fare—Single Journey, \$4.00

Meals... \$1.00 each.

The Company's Wharf is a short distance

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SHIU ON S.S. CO., LTD.,

AND

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, August 23, 1905.

HONGKONG-MACAO LINE.

S. S. "WING CHAI,"

CAPTAIN T. AUSTIN, R.N.R.

THIS Steamer departs from HONGKONG

TUESDAYS and THURSDAYS at 7.30 A.M., and

on SUNDAYS at 8.30 A.M. Departs from

MACAO on Week Days about 2.30 P.M., and

on Sundays at 5.30 P.M.

FARES.—Week Day 1st Class, including cabin and servant, Single \$3, Return

Ticket \$5, 2nd class \$1, 3rd Class 50 Cents.

Every Sunday there will be an Excursion,

at the following rates:—1st and 2nd Class

Single Ticket \$1, Return \$2, 3rd Class,

Single 50 Cents, Return 50 Cents. Steerage

10 Cents.

Any ticket may be supplied on Board at

a charge of \$1.00 per Meal.

On Sundays, Passengers desiring to have a Private Cabin

which has accommodation for two or more

passengers, will be charged \$3 extra.

First-class Passengers who do not care

to return on the Excursion Sunday, will be

allowed to do so the following day (Monday)

on production of the Return Half

Ticket. Should the Steamer not run on the

Monday, owing to the Boiler Cleaning, due

notice will be given by the Captain, and the

Half Ticket will be available for the follow-

ing day. The Ship is fit throughout by

Electricity.

The Steamer's Wharf at Hongkong is at

the Western end of Wing Lok Street.

SAM WANG COY.,

81, Queen's Road Central,

Hongkong, June 1, 1905.

1084

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By G. TAYLOR, I. M. Customs

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GOVERNMENT AND THE MARINE

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CHATER,

1898.

HISTORY OF THE CHURCHES OF

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LAUN, CAMBODIA, ANNAM, THIBET,

UIGUR AND JAPAN.

Entered into the SOCIETY OF THE

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Translated by EDWARD HARPER PARKER

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PRICE ONE DOLLAR.

Under European Supervision.

One of the Best Sketches of Formosa Life yet written.

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## Intimations.

## Intimations.

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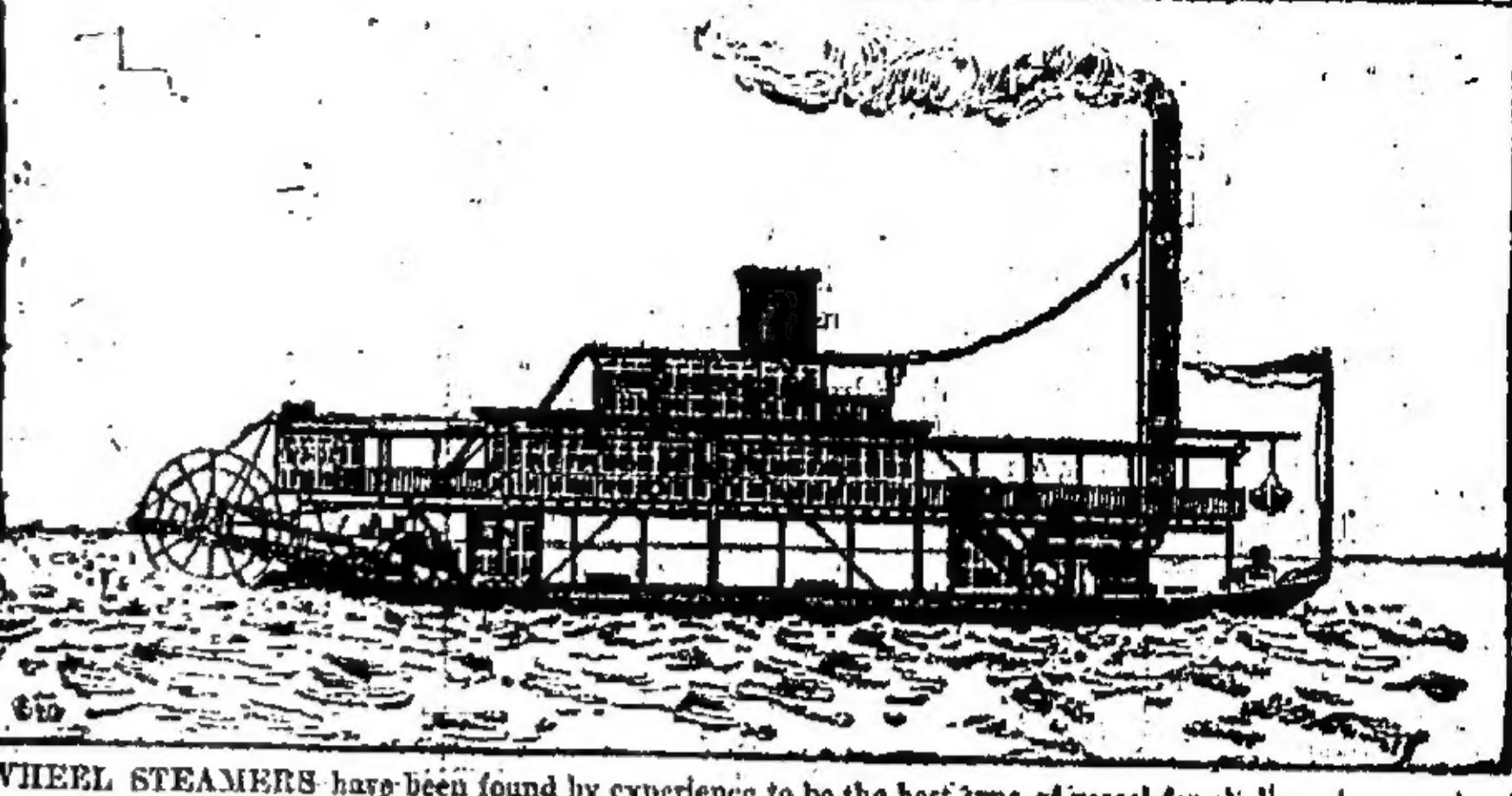
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which applies to all Branch Offices and  
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## YARROW'S SHALLOW DRAFT STEAMERS.



STERNWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under all conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for various parts of the world.

Vessels on this system are constructed when required, to draw as little as 1½ inches.

The construction of shallow river vessels propelled on various systems has been made the specialty of Messrs.

YARROW & CO., LTD., Shipbuilders,  
POPLAR, LONDON.

For particulars apply to

YARROW & CO., LTD., Shipbuilders,  
POPLAR, LONDON.

Agents for LEA & PERRIN'S WORCESTERSHIRE SAUCE.

CROSSE & BLACKWELL'S

BY SPECIAL WARRANT

PURVEYORS TO

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Celebrated Oilman's Stores

Ask for

**TANSAN**

A NATURAL MINERAL

WATER Bottled at the

Springs at Takaradzka,

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The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

Per Case of 48 Pints ..... \$6.50

Per Dozen Pints ..... \$1.70

Per Case of 100 Spouts ..... \$8.00

Per Dozen Spouts ..... \$1.10

Crisp,

Delicious,

Invigorating.

Drink

the

World

Renowned

Nerve and

Muscle

Strengthener.

THE Original and Genuine is J. Clifford

Wilkinson's.

ACTS gently, Acts pleasantly, Acts

beneficially.

NOTHING like it, depressed

Spirits.

SIMPLY marvellous.

AND worth its weight in Gold.

NOTHING can eclipse its popularity.

**TANSAN**

Can be obtained at all 1st Class

HOTELS AND BARS in the FAR

EAST.

Beware of fraudulent

IMITATIONS.

The only genuine TANSAN

Bears the name of

'J. CLIFFORD-WILKINSON.'

**H. PRICE & CO.,**

12, QUEEN'S ROAD,

SOLE AGENTS FOR HONGKONG,

Hongkong, June 8, 1905.

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**WM. POWELL,**

LIMITED.

**ALEXANDRA**

BUILDINGS.

SMART

UP-TO-DATE

**MILLINERY**

ALL KINDS OF HEADGEAR

MADE TO ORDER.

FIRST-CLASS

**DRESSMAKING**

BEST WORK ONLY.

**CUT, STYLE AND FIT**

GUARANTEED.

**ESTIMATES ON**

APPLICATION.

**WIN. POWELL, Ltd.,**

HONGKONG.

**THE HONGKONG FROZEN FOOD SUPPLY.****THE DEPOT OPENS at 6 a.m.**

The following are in Stock:-

PRIME Australian Beef, Mutton, Lamb,

Pork, DAIRY FARM Fed-Pork

Bacon, Best Wiltshire ..... 70 cts. per lb

Cured Meat Extract, 2 oz. 70 cts. per pot

do do 4 oz. 1.25 "

Ducks, Local, (dressed) ..... 65 cts. each

Fish, Fresh Canadian Salmon, 60 cts. per lb

Fish, Australian Smoked Mullet, 60 cts. "

Geese, Local, (dressed) ..... 81.50 cts. each

Hares, Australian 1st Grade ..... 74.40 "

Ham, Best York ..... 70 cts. per lb

Ham, Australian, 'Pineapple' ..... 60 cts. "

(2 cts. extra per lb for Ham if cut)

Kidneys Australian Sheep ..... 6 cts. each

Lemons, Australian ..... 48 cts. &amp; 80 cts.

Oysters, American, large size, ..... 52.50 per tin.

Oysters, Australian in hot ..... 81.25 &amp; 82.50

tins of 2½ and 5 doz. ..... 25 cts. per bottle

Pigeons, Local ..... 25 cts. each

Rabbit, Australian 1st Grade, 65 cts. "

Sauvage, Australian Fritz ..... 63 cts. per lb

Sausages, Own Make (of Australian Meats) ..... 25 cts. per lb

Tongues, Australian Sheep ..... 20 cts. each

Turkeys, Choice Australian (plucked) ..... 81 cts. per lb

**SPECIAL NOTE.**

Orders required to be filled in the Early

Morning should be sent in before 3.30 p.m.

the previous day.

Orders for NOON should be sent in by

9.00 A.M. the same day.

Orders for 3.30 P.M. should be sent in by

NOON the same day.

Hongkong, October 6, 1905. 1278

**MEMOS. FOR MONDAY.****Auction.**

3 p.m.—Auction of Household Property at Mr Geo. P. Lammett's Sales Room.

**Meeting.**

6 p.m.—Meeting of Hongkong Corinthian Yacht Club.

**Miscellaneous.**

Transfer Books of Union Insurance Society of Canton, Ltd.; Close from this date to 10th October inclusive.

Goods for Oceanian unclaimed after this date at Noon will be subject to port and landing charges.

Goods per China undelivered after this date subject to rent.

**General Memoranda.**

TUESDAY, October 10:—6.20 p.m.—Meeting of Eothen Mark Lodge.

WEDNESDAY, October 11:—

Goods per Commandant not cleared at 4 p.m. on this date subject to rent.

THURSDAY, October 12:—

Noon—Meeting of Union Insurance Society of Canton, Ltd., at Head Office.

FRIDAY, October 13:—

Noon—Meeting of Canton Insurance Office, Ltd., at Messrs Jardine, Matheson &amp; Co.'s Offices.

**KWANGTUNG OFFICIALS AND RAILWAYS.**

It is difficult to escape the suspicion that the officials in the South of China are reluctant to allow railways to be laid down, unless they are guaranteed a substantial share of the profits and are conceded the ultimate right of controlling the railways in their own interests. In the North, as we know, the line from Peking to Hankow has been opened, and although the bridge across the Yellow River has not yet been quite completed, passengers can travel direct from Hankow to Peking, and make the journey with a considerable amount of comfort. On the other hand, it would appear as if the energy of the officials in the South expends itself not in encouraging railway construction but in throwing every obstacle in the way of foreigners having any part or lot in the undertaking; in seeking for themselves in the immediate future as large a share of the profits as possible; and, in the remote future, the entire control of the lines which have been proposed. Indeed, the aim of the mandarins does not appear to be that the lines should be laid down, but that if they are the lion's share of the advantages shall fall into their own jaws. The *Canton Times* devotes some space to the attitude of the Canton Viceroy, towards the promoters of the proposed Sanning railway. The managers of the company, who have this local enterprise in hand, have memorialized His Excellency for permission to proceed with the work. The reply which was given indicates that the Viceroy appears to be more anxious to handle a large share of the profits, and ultimately to secure control of the line, than to remove obstacles and offer facilities for the undertaking of the work. Without conceding the privileges asked for by the Viceroy proposed a series of questions, some of which are reasonable enough, to which answers were demanded as a preliminary step. Had the company the requisite funds? Chin, the manager, was able to report that there were already deposited in the Hongkong and Shanghai bank \$900,000, and besides this a further \$600,000 had been subscribed by Chinese abroad, but which had not yet been transmitted home. Indeed there was no difficulty in regard to the needful funds for the carrying through of the undertaking. It was then asked if any foreigners had any share or lien on the concern? To this it was replied that all the script was held by the local gentry, or by members of local families whose sons and brothers had emigrated to America or Australia. There was no trouble with the farmers, the owners of the land, and especially in the possibility of interfering with or molesting any of the contingent graveyards! The answer to all this was an emphatic negative and a suggestion was offered that special deputies should be sent to examine on the spot. The Viceroy then referred to the proposed line between Canton and Macao, and stated that the arrangement was that after fifty years the control thereof would revert to the government which would then and afterwards assume supreme and unchallenged control. Meanwhile the percentage of profits, to which the government can lay claim was thirty per cent of the earnings of the company per annum. What was the Sanning syndicate prepared to concede for the privilege of laying down the line? The previous offer of five per cent of the earnings was altogether inadequate. This is the barrier which, for the present apparently, will prove an insurmountable obstacle to progress. Like the promoters of the company it is needed. The merchants of Australia will not gain much by sitting on their office stools at home, waiting for telegrams from a wandering Commercial Agent who has no power to close a bargain or seize an opportunity. They must send capable men to work the trade up; they must advertise, and above all, they must supply produce up to or above sample, and supply it promptly. At present Australia's trade with the East is infinitesimal. It could be multiplied and made a thing to be reckoned with in no time by the adoption of a sensible policy on the part of the Australian Government, and an exhibition of vigorous energy on the part of the merchants. They are the two points that should be driven home by Sir John See and Sir George Turner.

The following are the officials and railways of Kwangtung, and the areas they are fencing with the public, and craftily waiting to guard their own interests and watching to secure the right to a large share of the profits are any concession is given. Apparently, remoteness from the capital still makes it possible for provincial Viceroys to exert a vast influence over the destinies of the people under their rule, and so locally to retard progress which would be for the advantage of all concerned. It seems impossible to escape the conclusion that, were it not for the official avarice on the one hand, and suspicions of foreigners on the other, lines in the South would be running hither and thither as in the North of China.

**LOCAL AND COAST NEWS.**

Rates for the 4th quarter of 1905 are due on or before October 31.

Work has been commenced on the raising of the "Pohida" in Port Arthur harbour.

Yokohama won the third and deciding event in the important sailing race with Kobe.

The belated insurrection in Corea is causing some trouble, and calls for prompt suppression.

The King's Executor empowering Mr. J. G. G. de Barros to act as Consul for Chili at Hongkong has been signed.

Major Archie Chapman, Hongkong Volunteer Corps, has been granted leave of absence for 12 months, commencing on October 11.

Regulations relating to the examination of masters and mates in the Mercantile Marine are printed in the *Gazette* of October 6.

Professor Tezuka has lost his chair at Tokio University owing to his vehement political utterances, and is now giving vent to them in the *Hochi*.

Regulations for the maintenance of good order and the preservation of property, in Blake Garden, are published in the current issue of the *Government Gazette*.

A despatch, relating to the registration of trade marks in the Argentine Republic, from Mr. A. Lyttelton, Secretary of State for the Colonies, appears in the current issue of the *Government Gazette*.

It now appears that Capt. Ijichi of the "Mikasa" did not attempt to commit suicide; he met with slight accident which necessitated treatment in hospital, but it had nothing to do with the "Mikasa" disaster.

The German steamer "Fuhping," the Swedish steamer "Vegga," and the British steamers "Powerham" and "Scotsman" captured by Japan, has been declared (after appeal) lawful prize of war; the first-named had 67,000 rubles on board.

At the general meeting of the Seuluan railway a net profit of Yen 325,454,813 was shown and a dividend of six per cent declared; the Seuluan-Chemulpo railway paid a profit of Yen 128,268,633. Dr. He said he considered that the Japanese were certain to close the open door by the command of cheap labour force Europe and America out of the Oriental markets. It was necessary, the Emperor said, for the white nations to unite. The Emperor William also stated that the Czar asked him to request President Roosevelt to arrange the peace conference between Russia and Japan.

The Rainfall.

The following table gives the monthly rainfall at the Observatory to the end of September with the means and extremes for 20 years:—

RAINFALL AT HONGKONG OBSERVATORY, 1905 1884-1903.

January ..... 1.80 1.32 8.43 0.70

February ..... 1.10 1.86 7.25 0.72

March ..... 11.48 2.63 12.43 0.70

April ..... 1.34 5.56 14.59 1.84

May ..... 6.82 12.43 48.84 1.15

June ..... 19.70 16.80 34.37 9.34

July ..... 9.01 13.32 28.24 4.67

August ..... 12.12 14.22 27.27 5.93

September ..... 3.19 8.21 19.15 0.83

The year's rainfall to the end of the month amounts to 66.46 inches; the 20 years' average for the same period being 77.35 inches.

Canton-Hankow Railway.

An Imperial Rescript has been issued ordering Chang Chih-tung and Minister Lian to be responsible in the matter of the Hankow-Canton Railway and not to allow Sheng Kung-pao to interfere in the matter.

It is stated that the United States Government does not object to the cancellation of the concession after China pays for the same. Sir Ernest Satow has already commenced negotiations for a loan to supply the funds for the payment on the part of China to the American syndicate and this scheme has also been sanctioned by the Throne. The amount of the loan is £1,000,000. The Chinese authorities were able to pay the first instalment to the American syndicate and the agreement of cancellation by the American syndicate was signed on the September 9.

Albanians' Frontier Raid.

Last month one thousand Aravata (Albanians), from Tripolje,

## BY TELEGRAPH.

CANTON-HANKOW RAILWAY.

## THE PURCHASE MONEY.

Hongkong Loans £1,100,000.

(From Our Correspondent.)

SHANGHAI, October 7.

An agreement has been published here between Chang Chih Tung and the Hongkong Government for a loan by Hongkong of £1,100,000.

The loan has been floated for the purpose of purchasing the Hankow-Canton railway concession from Mr J. Pierpont Morgan and others who at present hold it.

The sum of £400,000 was paid through the Hongkong and Shanghai Bank here this morning.

[We have been unable to obtain any confirmation locally regarding this loan, and so publish the telegram with reserve.—E.G.M.]

## OFFICE GETTING IN CHINA.

Chau Tung Shang's Costly Ambitions.

(From Our Correspondent.)

CANTON, October 6.

Yesterday the community here were greatly surprised at the news that Chau Tung Shang's properties had been attacked by the Chinese Government. It appears that it was on account of a certain shortage of funds in connection with the Hoppo of which Chau Tung Shang's father was the head. It was a long buried case pending settlement. When Viceroy Shum arrived at Canton he had every department thoroughly investigated, and as soon as the affairs of the Hoppo were handed over to him he discovered that a sum amounting to close on \$2,000,000 had been misappropriated.

Chau Tung Shang's brother, Chau Tit Sai, who was in charge of the Treasury, was brought forward for examination, but before a clear explanation was given Tit Sai died. In the meantime, Chau Tung Shang, getting tired of a business life, was desirous of entering into an official one, and accordingly, resigning certain responsible positions in some local business firms of which he was director, he went up to Peking, and as the Chinese saying goes "with money you can move the gods, without it you cannot even move a man," Chau made use of the influence brought upon him by his immense fortune to try to become a mandarin.

After staying in the Capital for some thirteen months, during which time he associated himself with Royalties, Princes and Dukes, he heard that the term of the Chinese Minister to England had nearly expired, and he decided to get the job at whatever cost. Hundreds of thousands of dollars were spent, with, however, little success. His associates were unable to do anything for him.

Somewhat disappointed he returned South. A month or so ago, a telegram arrived from Peking informing him that he had been appointed Chinese Minister to Belgium. He was greatly pleased with the honour which his fortune had finally been made to bring upon him but luck went against him, for it was reported that His Excellency Shum Chuan Hui wired to Peking that pending the settlement of certain accounts Chau should not be allowed to leave.

In the absence of this information, Chau duly made everything ready to enter his new ministerial life. He left Hongkong for Peking, but before the latter place was reached, the Government had cancelled his appointment and yesterday, the 6th, at about 3 o'clock, a force of soldiers, under sealed orders from the Viceroy, was despatched to Kwong Ngei Lane and another force with similar instructions proceeded to Po Wa Ching Chung Yuk.

It was afterwards found that both the properties of Chau Tung and Chau Tit Sai (deceased) were attacked. Yesterday a number of clerks were at work to have the household furniture marked and numbered.

It is further reported that Chau owns some properties at Macao and that Viceroy Shum has already communicated with the Macao authorities to attack the same.

## Disaster in Pennsylvania.

Two explosions occurred last month at the Rand powder works, at Uniontown, Pennsylvania. Some people were killed and scores were injured. Twelve bodies have been recovered. Thirty-five persons are missing. The buildings were reduced to matchwood. Other buildings within an area of a mile were wrecked. The effect of the concussion was so great that windows of buildings which were seven miles distant were broken.

Chamberlain's Cough Remedy Cures Colds.

THIS remedy, like nature's plan, cures the cough, relieves the lungs, aids expectoration, opens the secretions, and aids picture in restoring the system to health and strength. It is famous for its effects over a large part of the civilized world. For sale by All Dealers; WATKINS & CO., Ltd., General Agents.

## THE NEW DOCK.

## PATENT SLIPWAYS FROM HOME.

Our London Correspondent writes:—The Times Engineering Supplement of Wednesday, September 6, has this note: "The contract for three patent slipways to be laid down at Hongkong has been placed with Messrs S. and H. Morton and Co., Leith. One of these slipways is to be capable of taking up vessels 400 feet long by 40 feet beam and of 2700 tons weight. The other two are for vessels 290 feet in length and 50 feet beam and weighing 2000 tons. All are to be driven by electric power."

The patent slipways are destined for the new dock which Messrs Butterfield and Swire are building at Quarry Bay.

## REPRESENTATIVE AUSTRALIANS.

## AN INTERESTING CHAT.

Amongst the passengers by the M. and A. Company's steamer "Empire," which arrived in port early this morning, were Sir John See, accompanied by Miss See and Miss L. See, and Sir George and Lady Turner. The two gentlemen mentioned are representative Australian politicians and business men, who have played a conspicuous part in the political life of the Commonwealth; Sir John See being the ex-premier of New South Wales and Sir George Turner ex-premier of the State of Victoria and Federal Treasurer during the Reid administration.

This morning a representative of the CHINA MAIL waited on Sir John See and was very courteously accorded an interview. Sir John said that he had an ideal trip across to Hongkong the sea being, during the whole of the voyage, as smooth as the proverbial mill pond. The "Empire" was at Timor on the date of the recent typhoon and first heard of it on coming to Manila, where there was ample evidence of the damage it had wrought. The latest report to hand in Manila was to the effect that two more ships had gone down during the typhoon, in one of which many lives were lost.

Sir John's present trip to the East was for pleasure but he had been invited by the Premiers of New South Wales to make a report on such matters in the East affecting Australia's trade prospects as came under his notice, and on his return to the Colony he would have some suggestions to lay before the Government.

Asked whether there was any possibility of Australia relaxing her attitude on the question of Immigration Restriction as affecting China and Japan, Sir John said that he did not care to express an opinion as that was now in the region of Federal politics, and now that he had retired from the State Lower House and had taken a seat in the Legislative Council he was viewing the political position from a nice quiet place.

On the question of the East supplying a market for Australian products Sir John, who is a keen business man, declared that to consider that the Commonwealth was in an excellent position to send her produce to the East in good condition, and Australian merchants were anxious to more thoroughly exploit the Eastern market. During the last three years there had been a splendid return to prosperity amongst the pastoralists and agriculturalists in the state he represented. So great were the country's powers of recuperation that it was estimated that the number of sheep will have again risen to 40 millions by the end of the present year and the number of cattle about reach its former level.

The Japanese had recently purchased, he believed, nearly 20,000 horses in the Commonwealth and breeders were now keenly alive to the prospect of doing good business if they produced horses suitable for that market. As a matter of fact a conference was held a few days before he left Sydney with a view to making proper arrangements to that end.

Rain was received during last month in N.S. Wales the wheat harvest would again be an abundant one and Australia would be able to supply the East with an unlimited amount of flour. As showing the prospect in that direction the "Empire" had about 2,000 tons of Australian flour on board which was being unloaded here.

Amongst a number of other matters discussed Sir John said that the Federal Capital question was still a vexed one, and it would very likely be referred to the High Court in order to obtain a ruling on the exact meaning of the Constitution. There was every likelihood that the number of State politicians would be still further reduced and he thought that the members of the Legislative Assembly could be curtailed without harm resulting. The proposal to abolish the post of State Governor he was not in accord with as he did not believe in the States abandoning any of their rights.

Sir John See and his daughters, together with Sir George and Lady Turner, proceed to Japan by the "Empire," but after that their movements are not certain. The former party may, after spending some time in Japan, go to America.

THE uniform success of this remedy has made it the most popular preparation in use for bowel complaints. It is everywhere recognized as the one remedy that can always be depended upon and that is pleasant to take. Sold by all Dealers; WATKINS & CO., Ltd., General Agents.

## MORE INTERCEPTED LETTERS.

No. 3

Leigh Hall, Leigh,  
(Nr. Cheltenham) Aug. 29th.  
MY DEAR NEST,—Your last letter has lain unanswered on my writing table for at least a week, but the world, the flesh and the devil (chiefly the world)—have combined to fill up my time, and so I have missed a nail. You complain that you have been much bothered since your arrival in Hongkong by the snobbery of certain people. Mrs Blue calls on you and warns you that on no account must you know Mrs Red. She is "Not in our set." Mrs Red shortly afterwards calls on you, and you find her charming, accomplished, and amusing, and discover that you have mutual acquaintances at home. What are you to do? It sounds like a *Daily Mail* breakfast problem does it not? My dear, I will tell you a little story of Hongkong in the days when I lived there. The Moral is obvious.

A certain Mrs A., when a girl, lived in a small provincial town in England, where her father kept a flourishing drapery establishment. She being the only daughter was carefully brought up, and sent to a good school, where she made what might be called from a worldly point of view—"Many desirable acquaintances" of a much higher social position than her own. It was after leaving school, and while paying a visit to one of these "desirable friends," that she made the acquaintance of Mr A., whom she afterwards married. Mr A. was at that time home on leave from Hongkong, where he lived and held a very good position. After his marriage he returned there taking his wife with him.

Before Mr A. had been in the Colony very long her idea of her position was so exalted that really hardly anyone was good enough to be on her visiting list. She honoured Government House and Headquarter House by calling there and I believe, condescended to do so with the Admiral occasionally, and had been known to bow to the Bishop and his wife, but beyond this she really could not descend.

The provincial town and the drapery business were out of sight and also out of mind. By a strange chance just at that time a certain Miss B., was earning her living in Hongkong. Now, Miss B.'s father was Rector of the before-mentioned provincial town, and though the Rector's family and the draper's family were not exactly on calling terms, the town being a small one, they naturally knew all about one another. Miss B. was a very hard-working girl and when her day's work was done she was generally tired, and therefore she went out into society not at all. Nevertheless, she heard on all sides of Mrs A. and her exclusive ways, for even in Hongkong there never before had been such a snob. It likewise happened that though Miss B. knew and heard of Mrs A.'s existence in the Colony, Mrs A. did not know of the existence of Miss B. Working women, she had always been honest and had no desire to be sent to prison.

Sporting.

YACHTSMEN'S WOES.

STRANGE STORIES ARE SOMETIMES TOLD OF THE EXPERIENCE OF THE AMATEUR YACHTSMAN, SOME OF WHICH HAVE THE MERIT OF BEING EXTREMELY AMUSING. THE FOLLOWING STORY IS A TRUE ONE AND OCCURRED WITHIN A FEW MILES OF HONGKONG QUITE RECENTLY. TWO TYROS, NEITHER OF WHOM HAD ANY PRACTICAL EXPERIENCE OF YACHTING, THOUGH THEIR THEORETICAL KNOWLEDGE MAY HAVE BEEN OF THE BEST, SET OUT FOR A RUN TO A CERTAIN ISLAND FOR A BATHE. AT THE SLIPWAY—BEFORE THE VOYAGE COMMENCED—THE OBVIOUSLY BOY HAD ARRANGED EVERYTHING IN CORRECT ORDER BUT THE OVER CONFIDENT YACHTMEN DECIDED TO HAVE THEIR LITTLE CRUISE ENTIRELY 'ON THEIR OWN,' SAYS BOY. ACCORDINGLY THE BOY WAS SENT ASHORE IN THE DINGHY, AFTER SLIPPING THE MOORING CHAIN AND SEEING THE CRAFT WELL ON HER WAY OUT. THE WIND WAS FAVOURABLE FOR A LONG REACH TO THE YACHTMAN'S DESTINATION AND ALL WENT WELL UNTIL IT WAS NECESSARY TO ANCHOR. AFTER SOME LITTLE DIFFICULTY THE YACHT WAS RUN UP INTO THE WIND, THE JIB WAS FURLED, MASTSAIL LET DOWN AND THE VESSEL WAS ANCHORED. SO FAR ALL HAD GONE WELL, AND OUR FRIENDS WERE IMMENSELY PLEASED WITH THEIR SUCCESS. AFTER A BATH AND HAD MADE PREPARATIONS FOR THE RETURN JOURNEY AND HAD BOUGHT THEIR TROUBLES, DIFFICULTY WAS MET IN HAULING UP THE MAINSAIL; THE WRONG ROPE WAS HAULED ON WITH THE RESULT THAT THE TOPPING LIFT SOMEHOW GOT TWISTED ROUND THE MAST, AND PULL HOW THEY MIGHT NO RESULT WAS ACHIEVED. ANOTHER HALFWAY WAS TRIED, WITH THE SAME RESULT, AND THEN ANOTHER, UNTIL ALL THE ROPE AND LINES WERE INEXTRICABLY CONFUSED. AFTER HALF-HOUR SPENT IN VAIN ATTEMPTS TO PUT MATTERS STRAIGHT THE JOB WAS GIVEN UP AS HOPELESS, AND UNSHIPPING THE CRAFTS THE TWO HARDY SAILORS PUT THEIR BACKS INTO IT FOR THE PULL HOME. ROWING A YACHT IS NO LIGHT MATTER, AND IS AN EXERCISE WHICH WE CANNOT RECOMMEND AS PLEASING, SAY GREAT DEGREE OF PLEASURE. CERTAINLY IT IS AN EXCELLENT MUSCLE BUILDER, BUT DOES NOT COMPARE WITH MANY EASIER METHODS WHICH MAY BE USED FOR THE PURPOSE. OUR FRIENDS WERE NOT OUT FOR EXERCISE, STILL THEY GREW IT, AND TO SUCH AN EXTENT THAT BEFORE THE ANCHORAGE WAS REACHED BOTH WERE IN AN AMENABLE FRAME OF MIND, AND THE WORDS THEY USED WOULD NOT BE FOUND TO BALDLY IN ANY STANDARD DICTIONARY. HOWEVER, THE LONGEST LAUGH WAS TURNED, AND, ULTIMATELY THE YACHT WAS SAFELY BROUGHT. MAKING HER TO THE TWO MAN LANDED AND VOWED BY THEIR MOST SACRED TIES THAT NOTHING WOULD INDUCE THEM TO VENTURE OUT AGAIN. THE NEXT DAY THE YACHT WAS ADVERTISED FOR SALE!

## CHINESE STUDENTS IN JAPAN.

## SERIOUS FRICTION.

Reports from Japan announce that there is serious friction between the Chinese students in Tokio, and the Japanese government. The students, in harmony with their ilk throughout China, published a proclamation upholding the boycotting of American goods. The Japanese government prohibited the publication of these leaflets, and, as the Chinese report, "robbed the students of the right of free speech." The students further wished to discuss the situation, but the Japanese prohibited such gatherings and so additional cause of friction was introduced.

Further, it seems that some Chinese had translated into their own tongue a book written by a Japanese, in which the original author dealt with the coming China of the Twentieth Century. The trend of the book was to stimulate the martial spirit of the Chinese, as well as to rouse their activities and their ambitions. The students having translated this volume and added sundry additions of their own, along the lines discussed in the original volume, caused a thousand copies to be printed. But the Japanese government stamped out the whole undertaking, confiscating both the books and all the blocks from which they had been printed.

Because the Government is determined to exercise considerable control over the students, and in regard to both Chinese and Korean youths alike, have formulated a code of regulations to which they must conform. The Chinese have published a challenge in which they have set forth their grievances, and further demand the freedom to assemble to discuss their own affairs as an elementary right which no one shall snatch from them or withhold. The students are restless under the strict regime to which the Japanese government has subjected them and, in particular, they resent the confiscation of the thousand copies of the translated work on which they had spent much labour and money. Apparently the students thought that they would stop at once, when they reached Japanese soil, into perfect freedom, and therefore safe under the restraints to which the Japanese authorities have sentenced them.

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# THE CHINA MAIL.

SATURDAY, OCTOBER 7, 1905.

## Shipping.

### PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

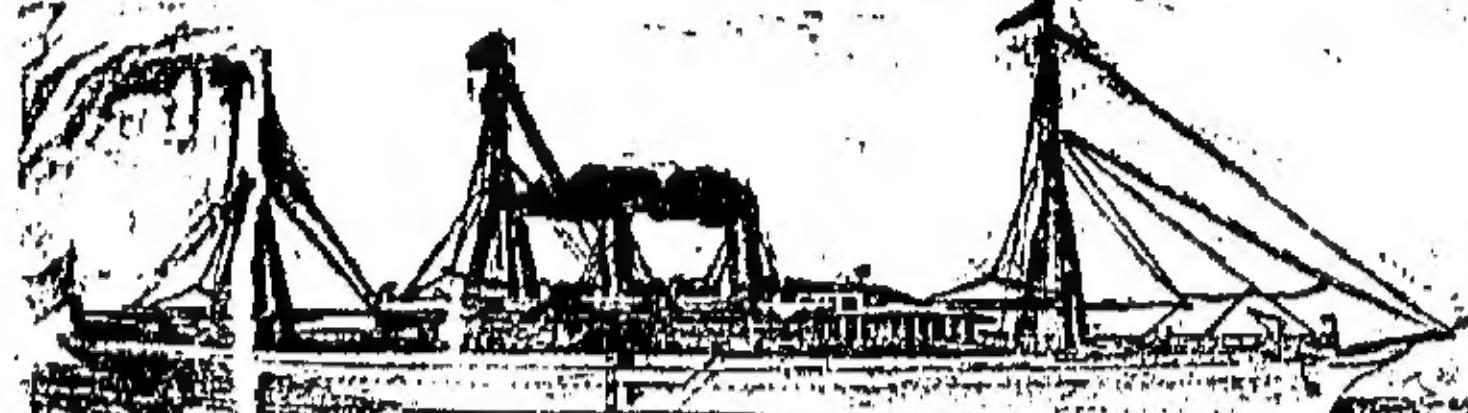
WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:-			
FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA, VIA SHAI, POONA		About 15th	Freight only.
MOUJ AND KOBE	(C.R. LONGDEN, R.N.R.)	October.	
SHANGHAI	ARCADIA	About 19th	Freight and Passage.
LONDON, &c.	A. G. CUBITT, R.N.R.	October.	
LONDON & ANTWERP, VIA PERA, PANO, CHIBO, PORT SAID AND MARESHIRES	(H.W. KENRICK, R.N.R.)	Noon, 21st October.	See Special Advertisement.
LONDON & ANTWERP, VIA PERA, PANO, CHIBO, PORT SAID AND MARESHIRES	A. L. VALENTINI	About 25th October.	Freight only.

L. S. LEWIS Acting Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, October 7, 1905.

26

### CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES,  
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, E.C.

Saving 3 to 7 Days across the Pacific.

R.M.S. PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

EMPEROR OF CHINA, Com. R. ARCHIBALD, R.N.R. 6000 TONS WEDNESDAY, Oct. 18.  
ATHENIAN ... Com. R. ROBINSON, R.N.R. 3882 TONS WEDNESDAY, Nov. 1.

EMPEROR OF INDIA, Com. E. BERTHAM, R.N.R. 6000 TONS WEDNESDAY, Nov. 15.

TARTAR ... Com. W. DAVIDSON, R.N.R. 4425 TONS WEDNESDAY, Nov. 29.

EMPEROR OF JAPAN, Com. H. PYBUS, R.N.R. 6000 TONS WEDNESDAY, Dec. 13.

Hongkong to London, 1st Class, £60. via New York £62.  
Intermediate on Steamers, £40. " £42.  
1st Class Rail, £11. " £12.

THE magnificient 'EMPEROR' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN and making via YOKOHAMA TO VANCOUVER (E.C.), in 12 DAYS, and make connection with the ATLANTIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TAFTAR and ATHENIAN carry INTERMEDIATE Passengers only  
at intermediate rates, offering superior accommodation for that Class.

Passengers booked through all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Messrs. Giffard, Books, Rates of Freight and Passage,  
apply to CORNER FIFTH STREET and PIERAY, Opposite Blake Pier.

Hongkong, September 20, 1905.

4

### PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNEXION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMER	TONS.	CAPTAIN.	TO SAIL AT DAYLIGHT ON,
ARABIA	4483	METZENBAUM	Nov. 7, 1905.
ARAGONIA	5195	ERNST	Nov. 29, 1905.
NICOMEDIA	4570	WAGEMANN	Dec. 22, 1905.
NUMANTIA	4370	FELTMANN	Jan. 7, 1906.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, apply to

S. SILVERSTONE, Acting General Agent.  
Hongkong, September 27, 1905.

2

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

For	LEAVING	LEAVING
TAMSUI, Via SWATOW AND AMOY,	SUNDAY, 5th Oct., 10 a.m.	SUNDAY, 5th Oct., 10 a.m.
TAMSUI, Via SWATOW AND AMOY,	SUNDAY, 5th Oct., 10 a.m.	SUNDAY, 5th Oct., 10 a.m.
SHANGHAI, Via SWATOW, AMOY AND FOOCHEW,	MONDAY, Oct. 16, 8 a.m.	MONDAY, Oct. 16, 8 a.m.
ANPING, Via SWATOW AND AMOY,	WEDNESDAY, Oct. 18, 8 a.m.	WEDNESDAY, Oct. 18, 8 a.m.
SHANGHAI, Via SWATOW, AMOY AND FOOCHEW,	FRIDAY, Oct. 27th, 8 a.m.	FRIDAY, Oct. 27th, 8 a.m.

\* This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, October 7, 1905.

257

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captains.	To Sail,
SHAWMUT	9608	E. V. Roberts	About Oct. 19.
HYADES	3763	Geo. Wright	About Nov. 11.
TREMONT	9606	T. W. Garlick	About Nov. 24.
LYRA	4417	G. V. Williams	About Dec. 9.
PLEIADES	3765	H. G. Portington	About Dec. 29.

\* Cargo only.

THE FAIR FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodations for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

DODWELL & CO. Limited,  
GENERAL AGENTS.

Hongkong, October 4, 1905.

174

## Shipping.

### OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

#### JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

#### EUROPEAN SERVICE.

##### OUTWARDS.

GLASGOW AND LIVERPOOL	CALCAS	11th October.	
GLASGOW AND LIVERPOOL	DECALON	24th "	
GLASGOW AND LIVERPOOL	PINGUE	29th "	
GLASGOW AND LIVERPOOL	MARELAUS	31st "	
GLASGOW AND LIVERPOOL	HECTOR	6th November.	
GLASGOW AND LIVERPOOL	GAUCUS	14th "	

##### HOMeward.

GENOA, MARSEILLE & LIVERPOOL	AGAMEMNON	15th October.	
LONDON, AMSTERDAM & ANTWERP	DROMED	24th October.	
LONDON, AMSTERDAM & ANTWERP	MACHAO	7th November.	
GENOA, MARSHALL ISLES & LIVERPOOL	CHIQUO	15th November.	
LONDON, AMSTERDAM & ANTWERP	KINTUCK	21st November.	

\* Taking Cargo for 1. varied at London Rates.

#### TRANS-PACIFIC SERVICE.

##### OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
EUROPEAN, COMMON JOINTS IN THE UNITED STATES OF  
AMERICA AND CANADA.

##### EASTWARD.

VICTORIA, VANCOUVER, SEATTLE, TACOMA, &c.	PIC COAST	PINGUET	31st October.
PORTS, VIA AGASSIZ RIVER & CANADA			30th November.
YOKOHAMA			

##### WESTWARD.

From	Captains	Due
TACOMA, SEATTLE, VICTORIA, KAMTSCHA	MACHAO	24th October.
AND PACIFIC COAST	MACHAO	3rd November.
YOKOHAMA		

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 7, 1905.

SATURDAY, OCTOBER 7, 1905.

## THE CHINA MAIL.

## Intimations.

MIYAKO HOTEL,  
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

December 6, 1904. 2181

OSAKA HOTEL,  
NAKANOSHIMA PARK,  
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.  
R. EARI, Manager.

December 6, 1904. 2182

## Notices to Consignees.

## 'MOGUL' LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## THE STEAMSHIP GHAZEE.

FROM GLASGOW, LIVERPOOL AND  
SINGAPORE.

CONSIGNNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WEAVERS AND GODOWN COMPANY, LTD., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th Inst. will be subject to rent.

All Claims against the Steamers must be presented to the Undersigned on or before the 12th Inst., they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 9th Inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL &amp; CO., LTD., Agents.

Hongkong, October 3, 1905. 1886

## NOTICE TO CONSIGNEES.

## STEAMER OCEANIEN.

## COMPAGNIE DES MESSAGERIES

## MARITIMES.

CONSIGNNEES of Cargo from LONDON &amp;c.s. Charvets &amp; Dordogne from BORDEAUX &amp;c.s. Valls d'Orte &amp; Ville d'Aix, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the HONGKONG and KOWLOON WEAVERS AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optimal Cargo will be forwarded on unless intimation is received from the Undersigned before To-day, at 3 p.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining uncleared after MONDAY, the 9th October, at 3 p.m., will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th October, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 9th October, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, October 2, 1905. 1875

## NOTICE TO CONSIGNEES.

## THE PENINSULAR &amp; ORIENTAL

## STEAM NAVIGATION CO.'S

## STEAMER COROMANDEL.

FROM BOMBAY, COLOMBQ AND  
STRAITS.

CONSIGNNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WEAVERS AND GODOWN COMPANY's Godowns at Kowloon, where each consignment will be sorted out by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo—  
From LONDON, &c.s. Mongolia.  
From AUSTRALIA, &c.s. Victoria.

From CALCUTTA, &amp;c.s. Sumatra.

From PERSIAN GULF, &amp;c.s. B. I. S. N. and B. and P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., To-day.

Goods not cleared by the 11th Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,  
acting Superintendent.

Hongkong, October 5, 1905. 1893

## MARTIN'S

## APIOL &amp; STEEL

## PILLS

French Remedy for an Aperientive. Thousands of Frenchmen take this Remedy every day. It has a lot of Martor Pill in it, and the rest is a mixture of the best of the system's herbs. It is a good Remedy for those who eat them raw. It is a good Remedy for those who eat them raw.

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